

This Page Is Inserted by IFW Operations
and is not a part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images may include (but are not limited to):

- BLACK BORDERS
- TEXT CUT OFF AT TOP, BOTTOM OR SIDES
- FADED TEXT
- ILLEGIBLE TEXT
- SKEWED/SLANTED IMAGES
- COLORED PHOTOS
- BLACK OR VERY BLACK AND WHITE DARK PHOTOS
- GRAY SCALE DOCUMENTS

IMAGES ARE BEST AVAILABLE COPY.

**As rescanning documents *will not* correct images,
please do not report the images to the
Image Problem Mailbox.**

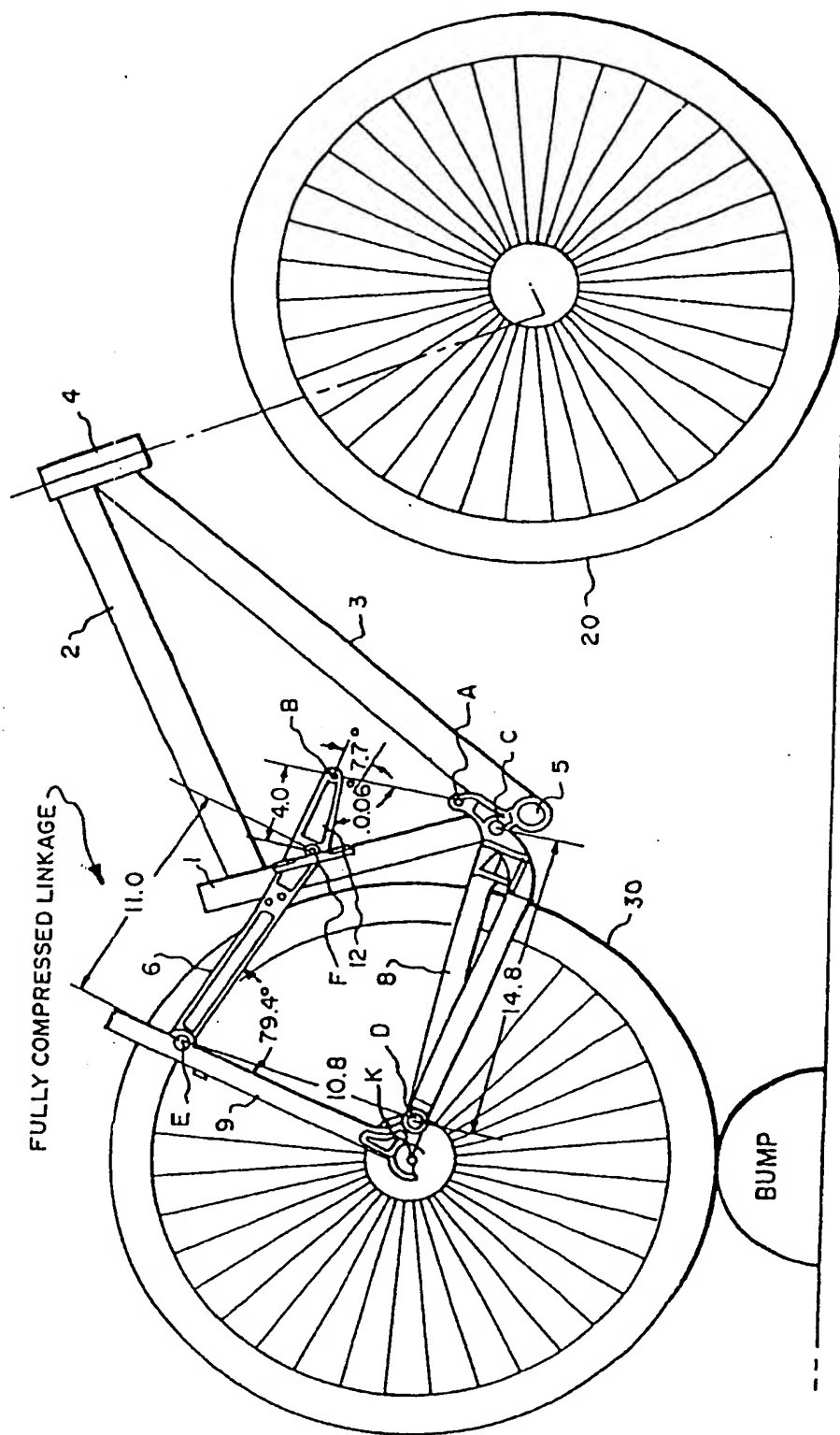


Fig. 1.

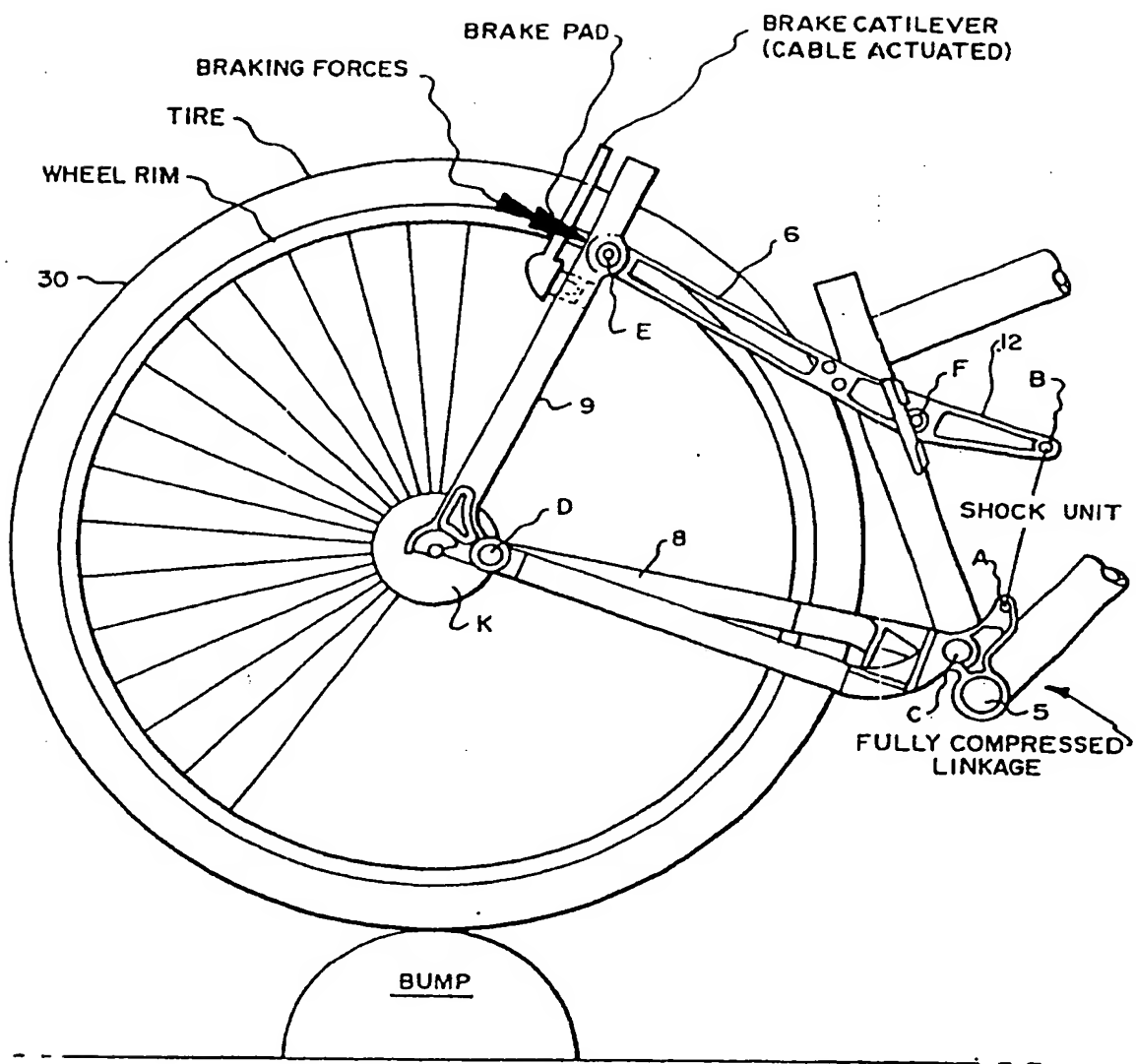


Fig. 1A

BRAKE TORQUE ISOLATION

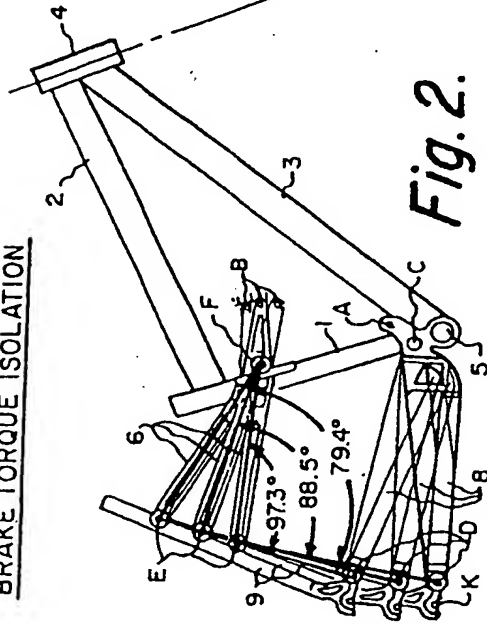


Fig. 2.

BRAKE TORQUE ISOLATION GEOMETRY AT NORMAL OPERATING CONDITION "LADEN"

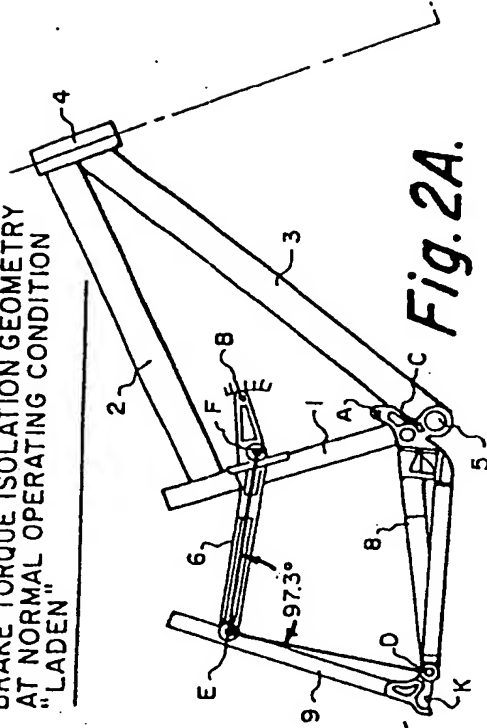


Fig. 2A.

BRAKE TORQUE ISOLATION GEOMETRY AT FULL COMPRESSION

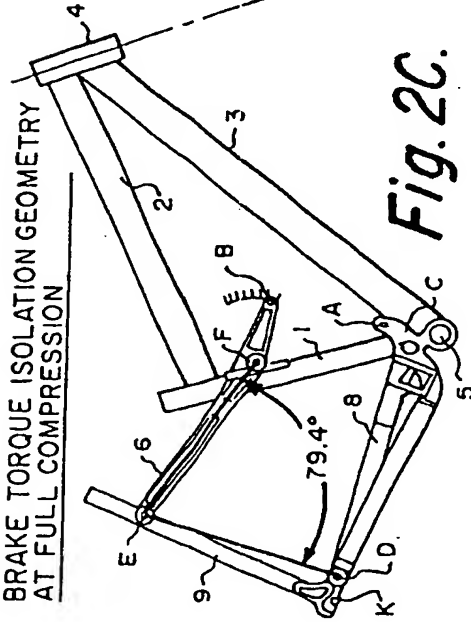


Fig. 2C.

BRAKE TORQUE ISOLATION GEOMETRY AT MIDPOINT OF COMPRESSION

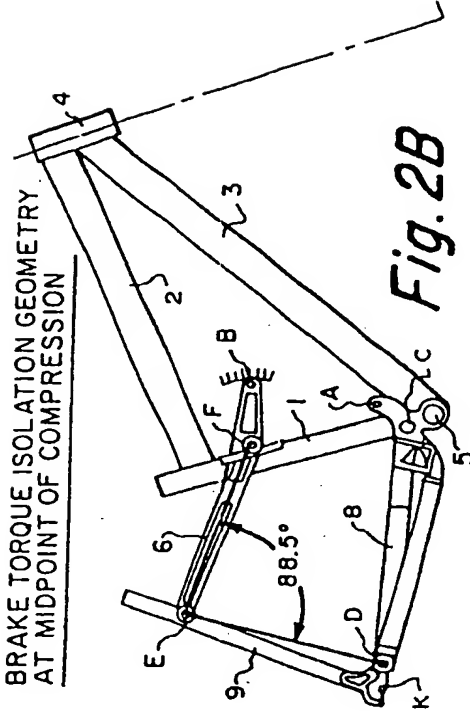


Fig. 2B.

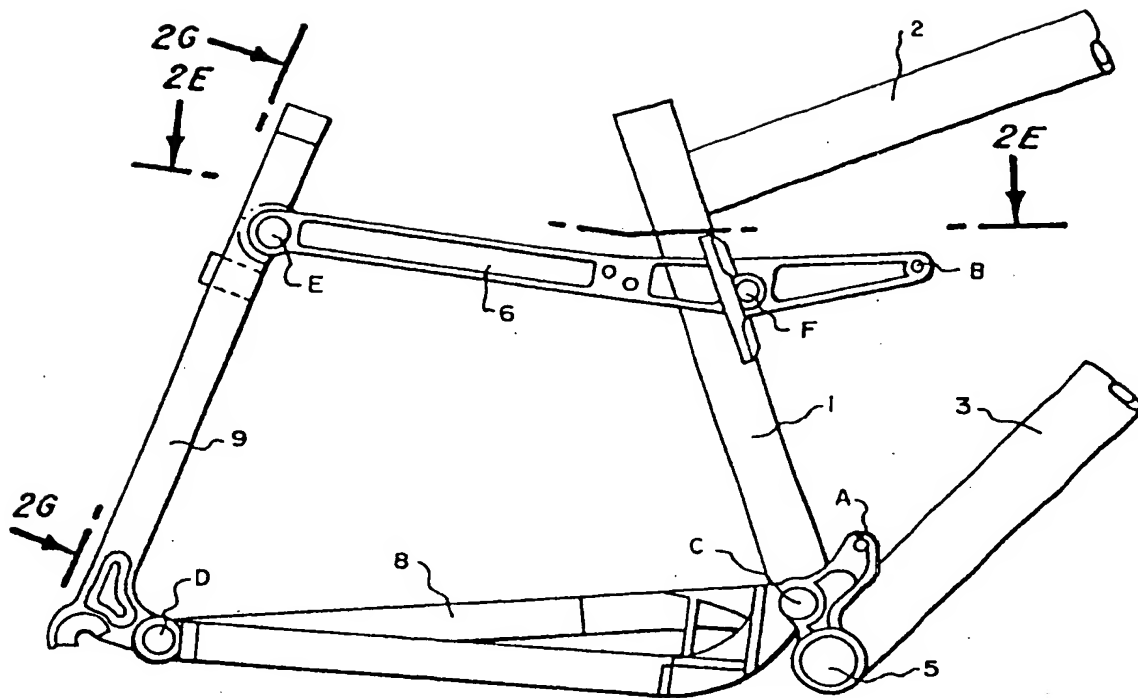


Fig. 2D

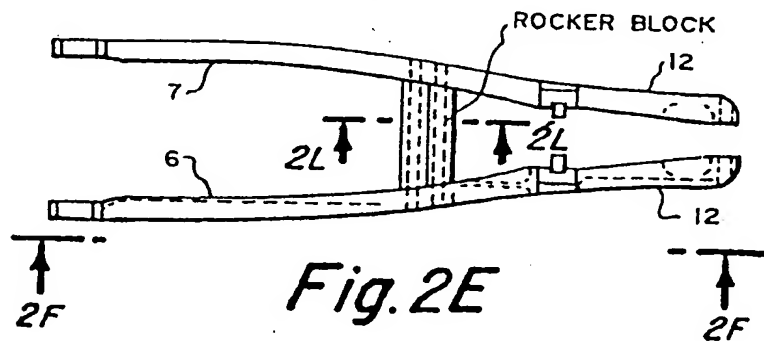


Fig. 2E

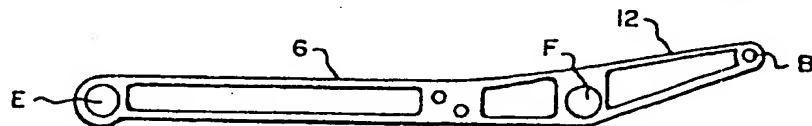


Fig. 2F

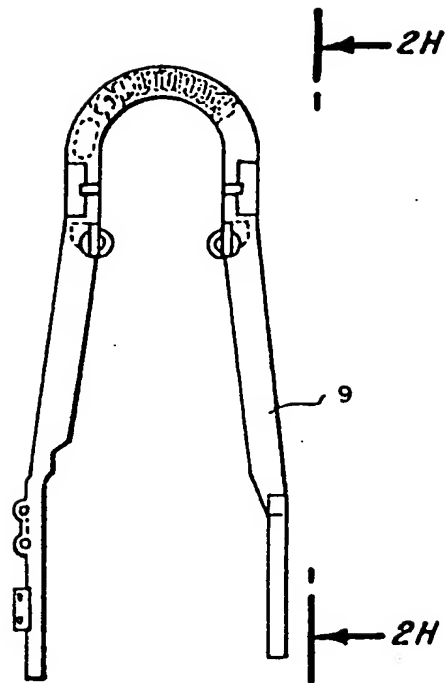


Fig. 2G

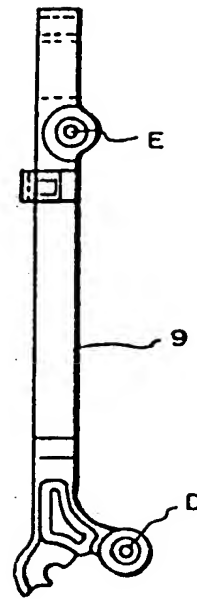


Fig. 2H.

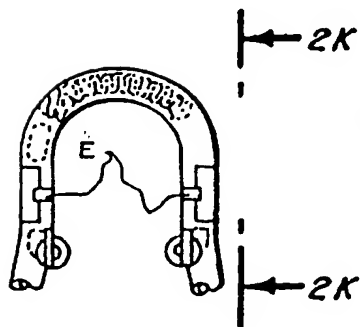


Fig. 2I

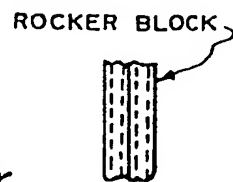


Fig. 2J

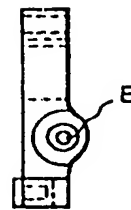


Fig. 2K



Fig. 2L

VIRTUALLY VERTICAL WHEEL TRAVEL PATH

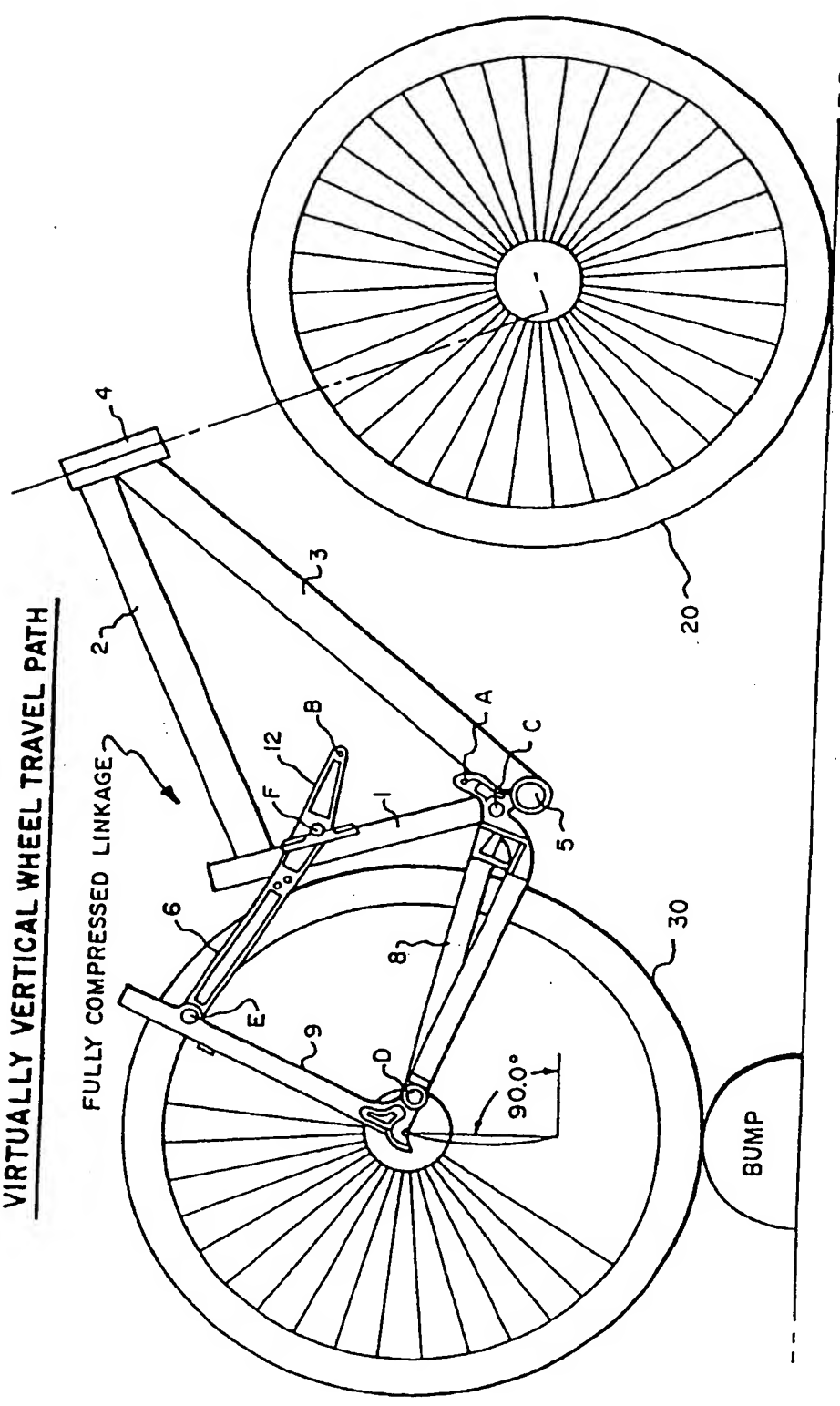


Fig. 3.

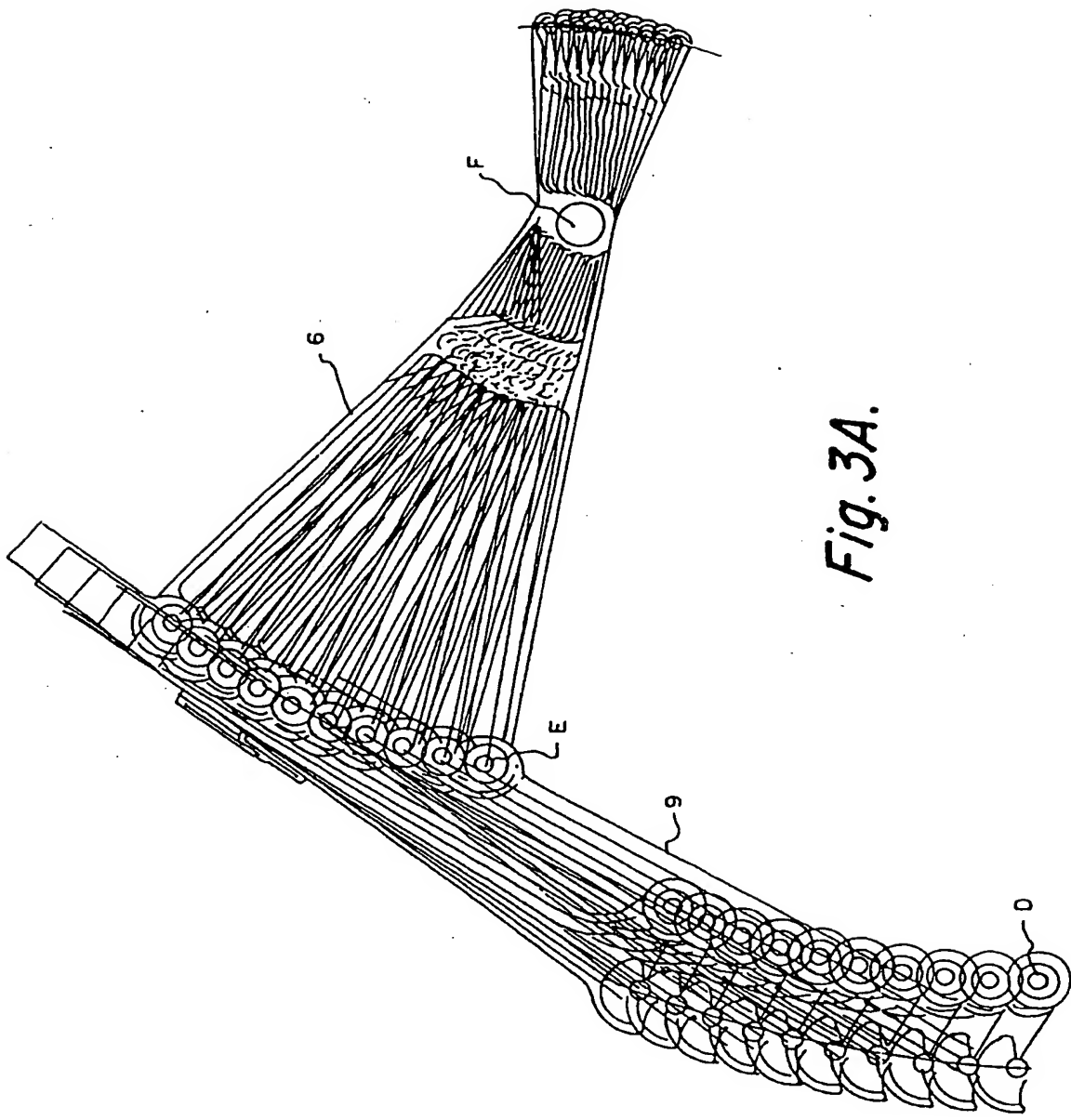


Fig. 3A.

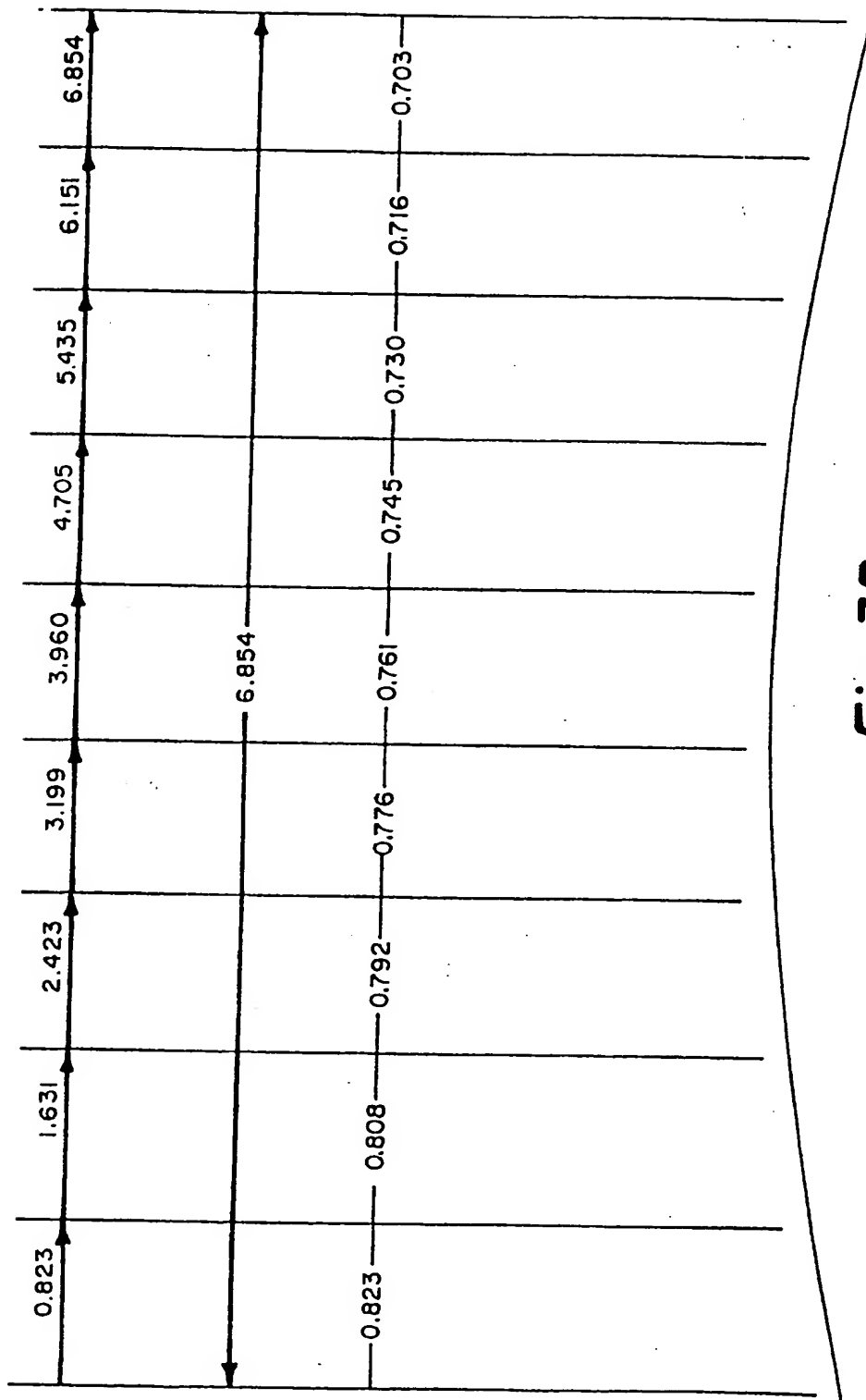


Fig. 3B

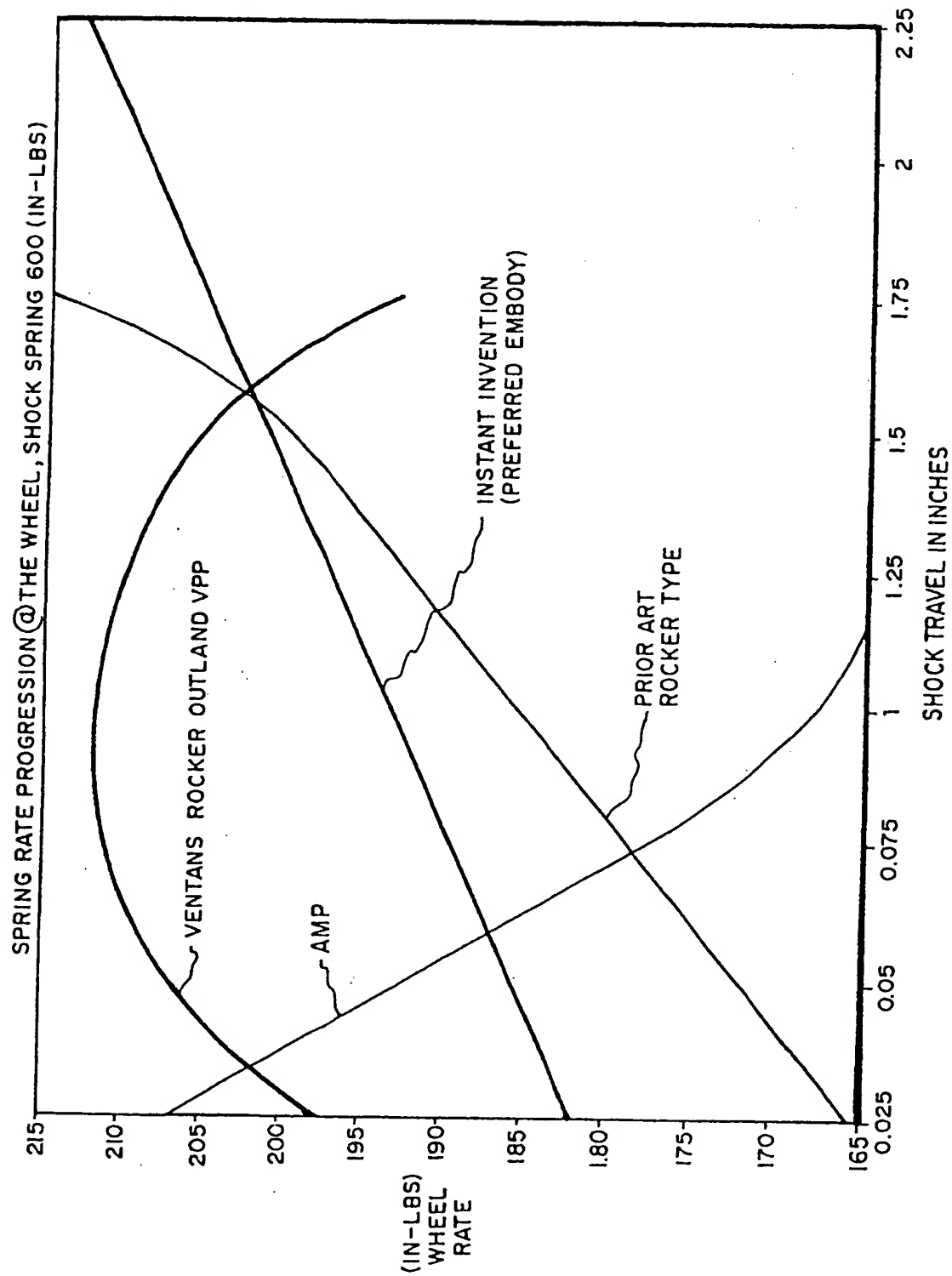
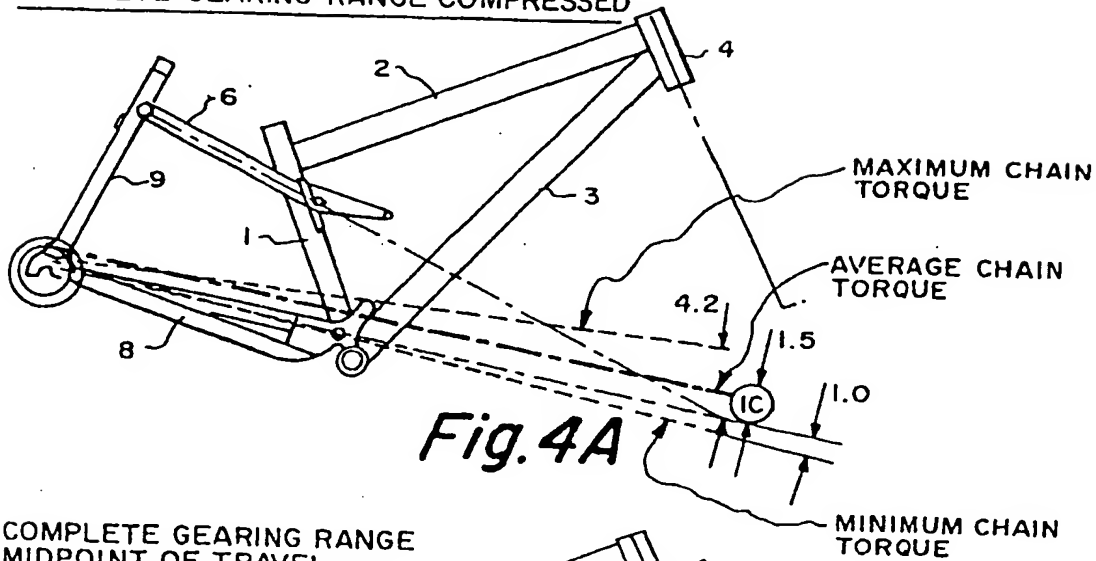
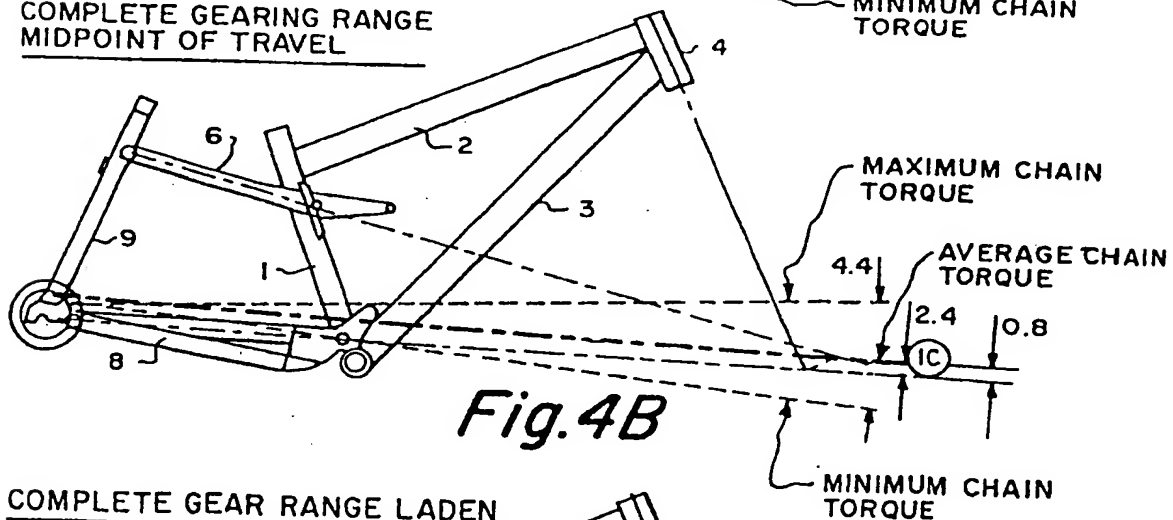


Fig. 3C.

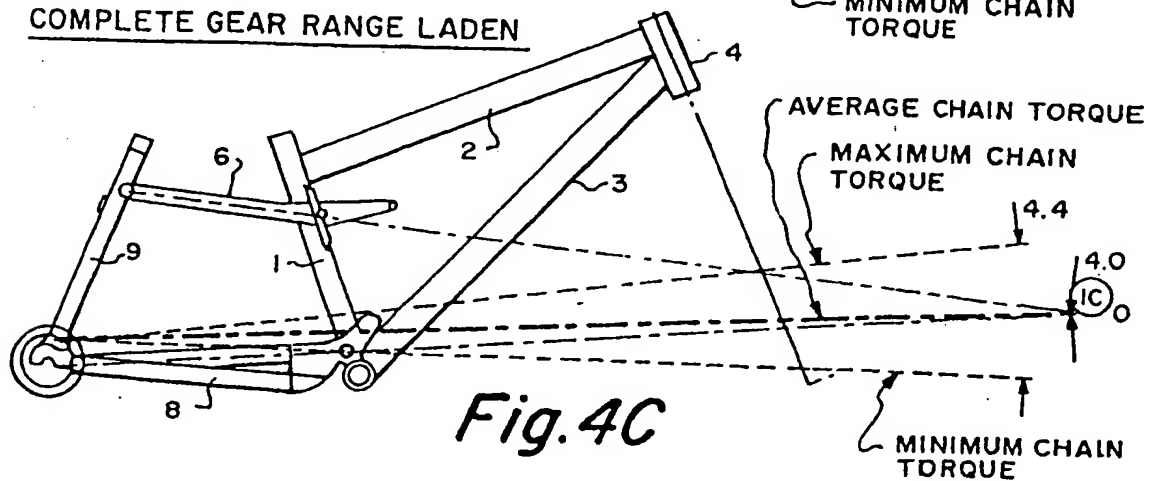
COMPLETE GEARING RANGE COMPRESSED



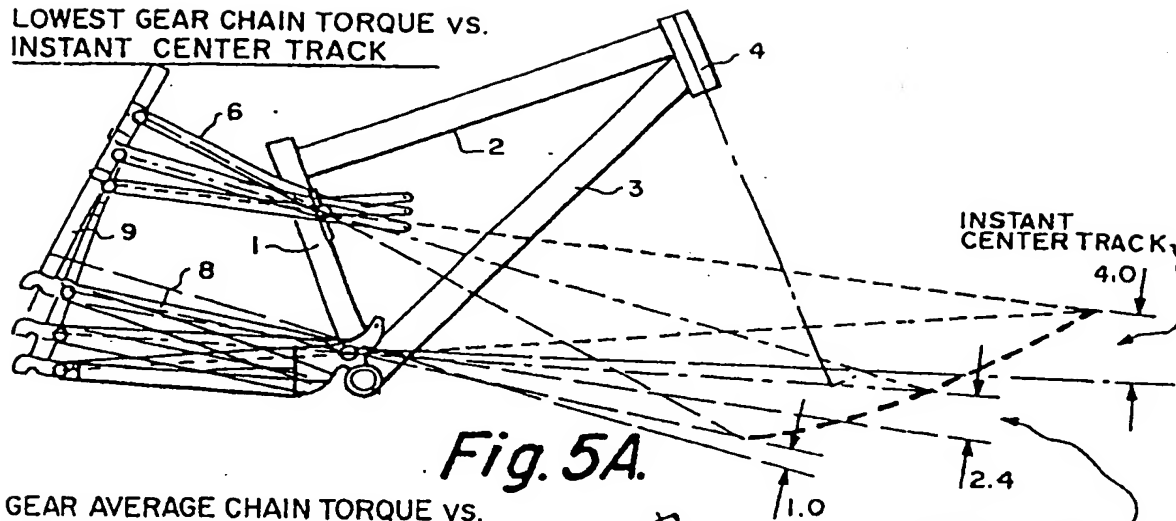
COMPLETE GEARING RANGE MIDPOINT OF TRAVEL



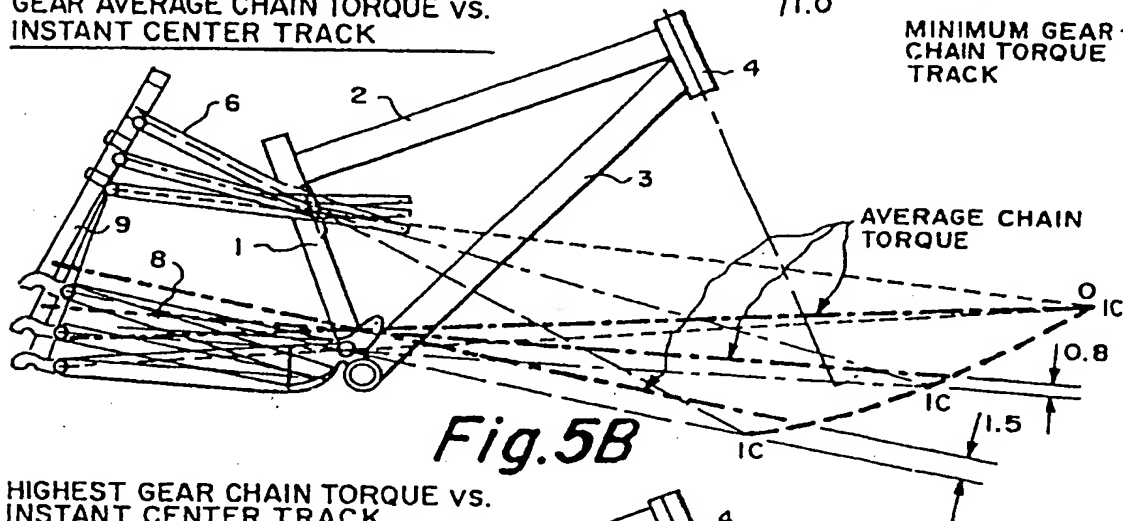
COMPLETE GEAR RANGE LADEN



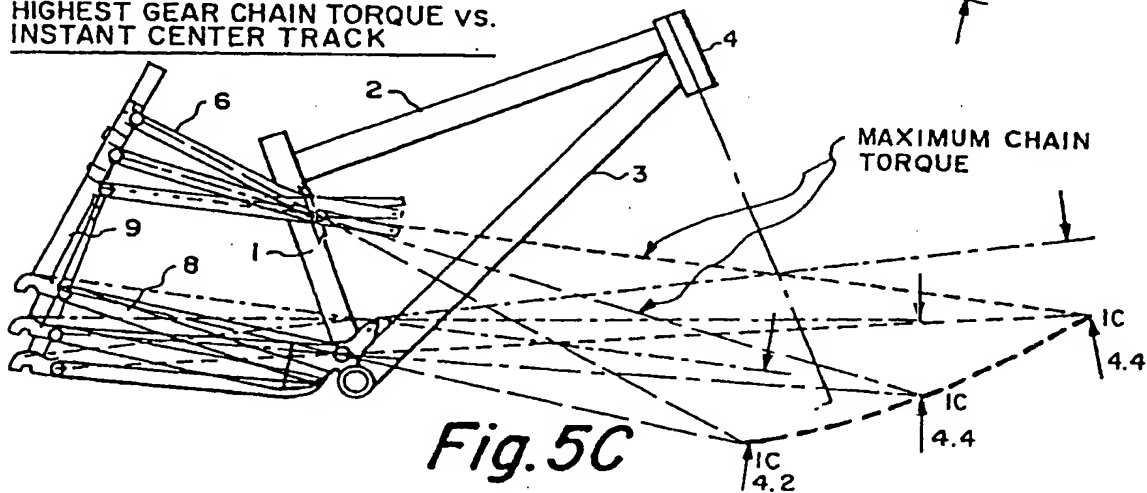
LOWEST GEAR CHAIN TORQUE vs.
INSTANT CENTER TRACK



GEAR AVERAGE CHAIN TORQUE vs.
INSTANT CENTER TRACK



HIGHEST GEAR CHAIN TORQUE vs.
INSTANT CENTER TRACK



HUMAN BODY MASS
CENTER SEATED
TO STANDING

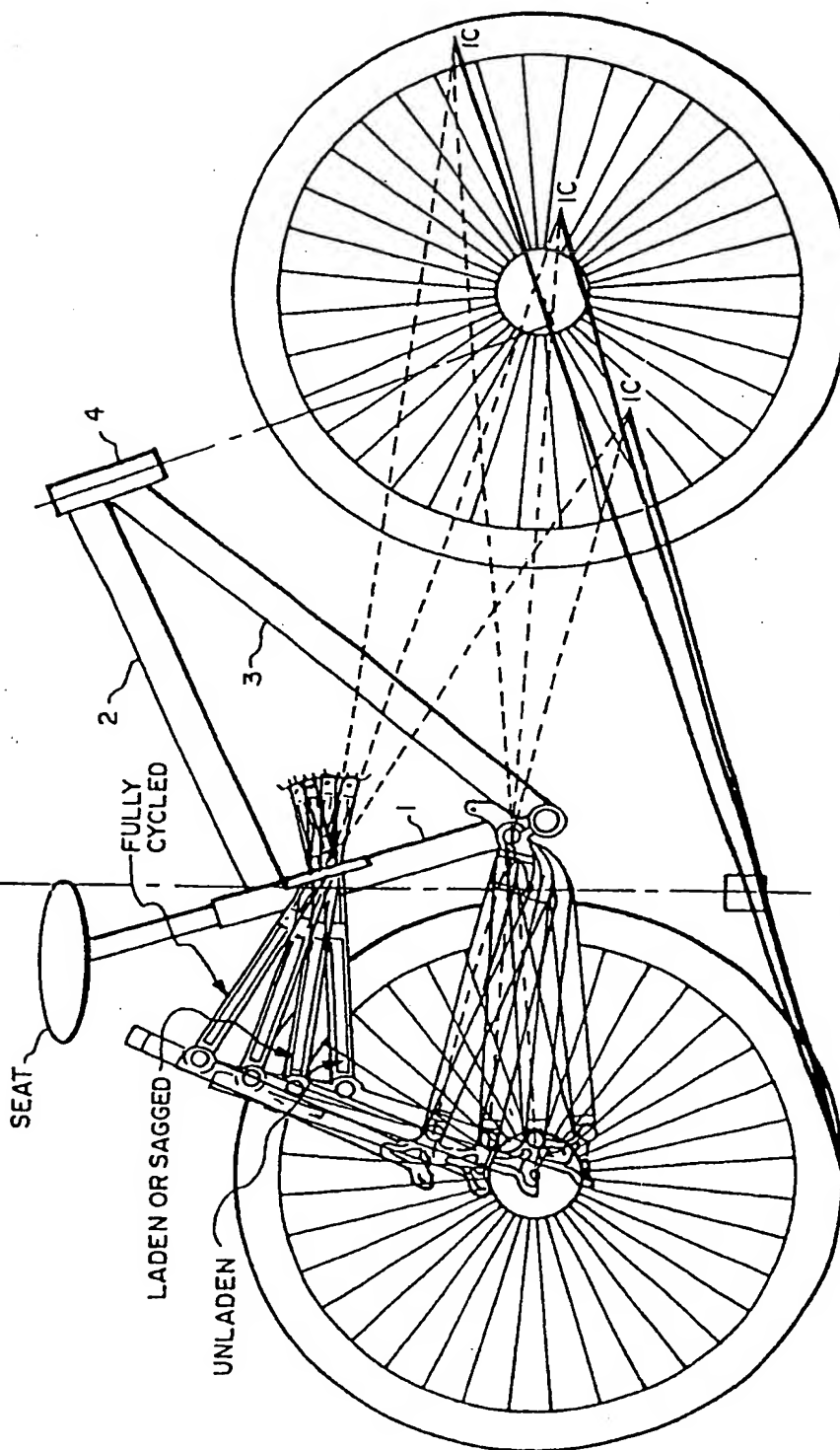


Fig. 6.

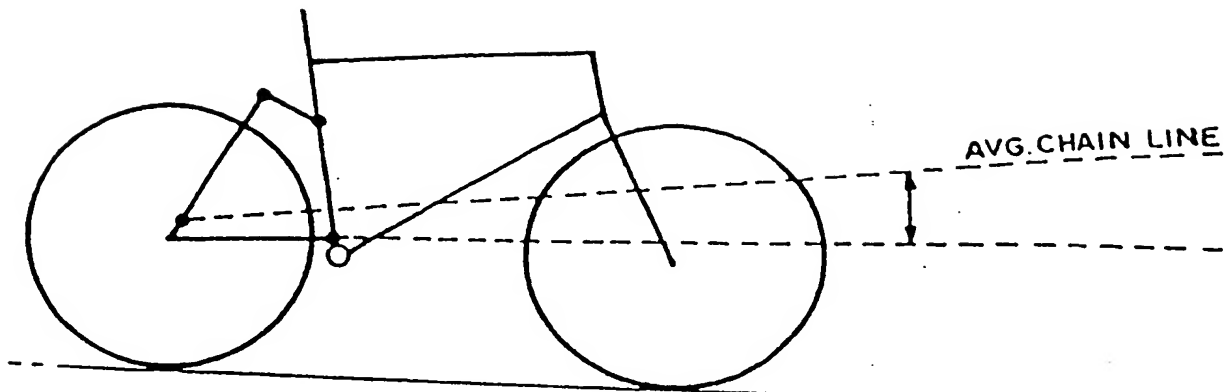


Fig. 7. -Prior Art-

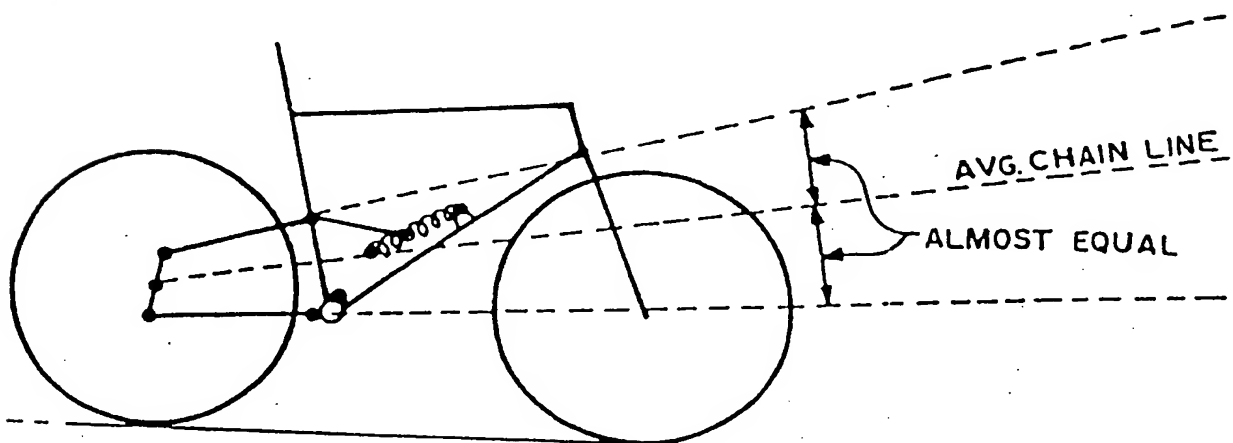


Fig. 8. -Prior Art-

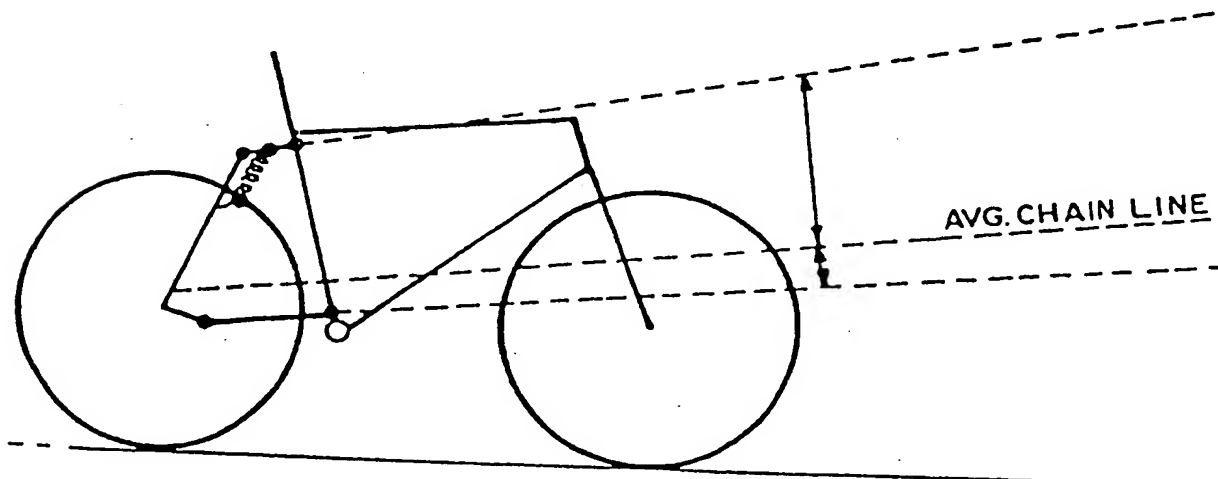


Fig. 9. -Prior Art-

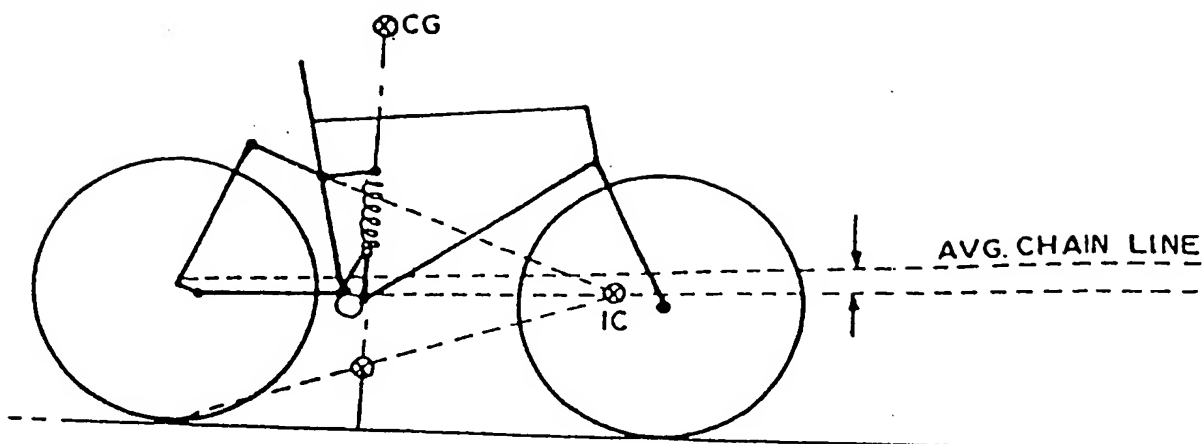


Fig. 10. -Prior Art-

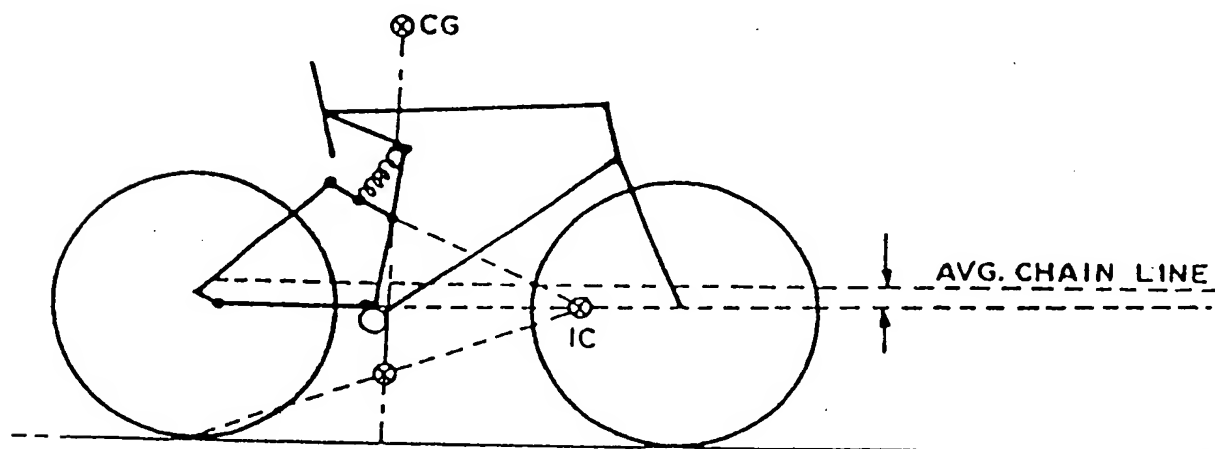


Fig. 11. -Prior Art-

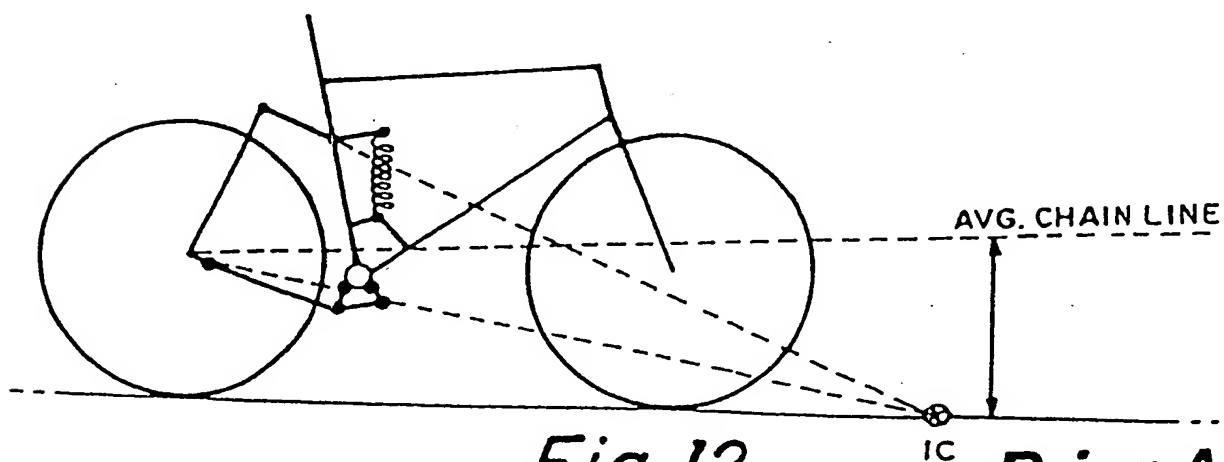


Fig. 12. -Prior Art-

ELLSWORTH CURRENT ART (TRUTH)

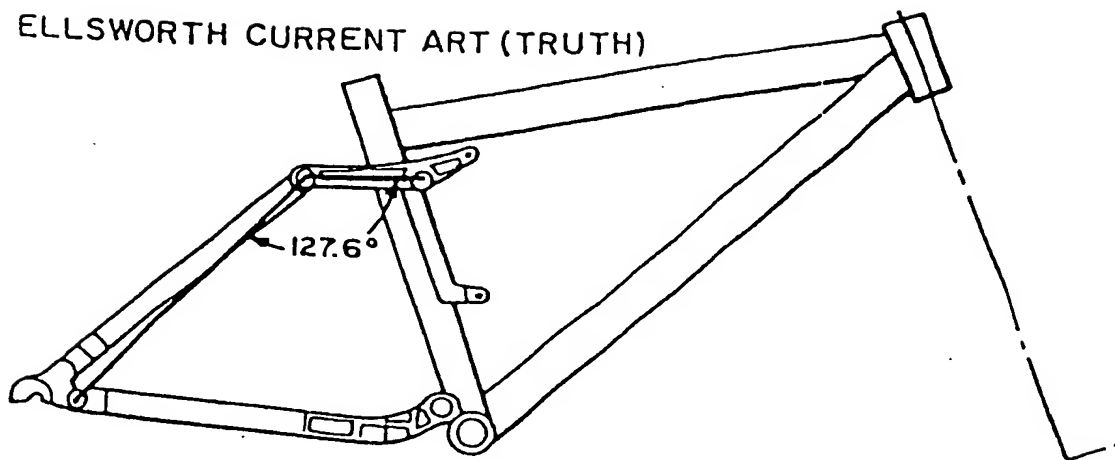


Fig. 13A **-Prior Art-**

ELLSWORTH CURRENT ART (TRUTH)

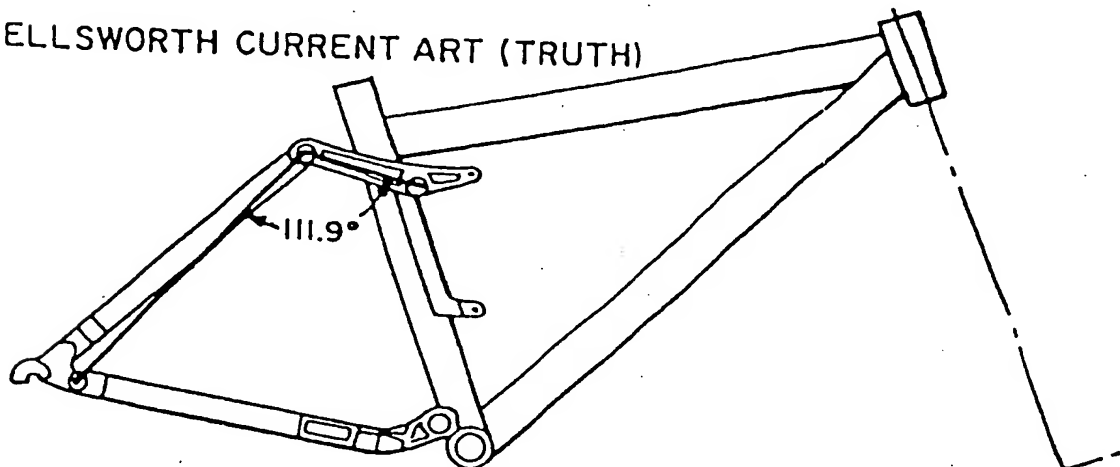


Fig. 13B **-Prior Art-**

ELLSWORTH CURRENT ART (TRUTH)

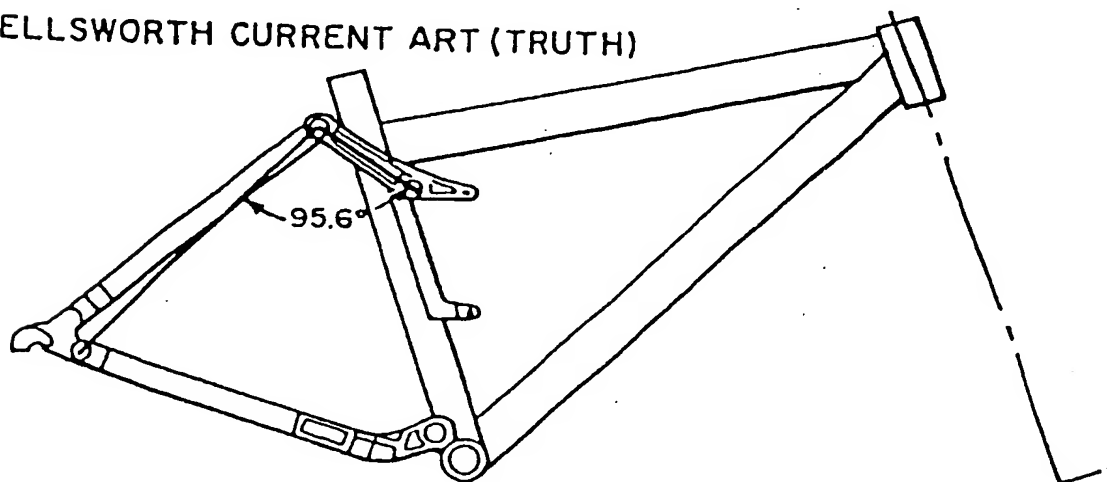


Fig. 13C **-Prior Art-**

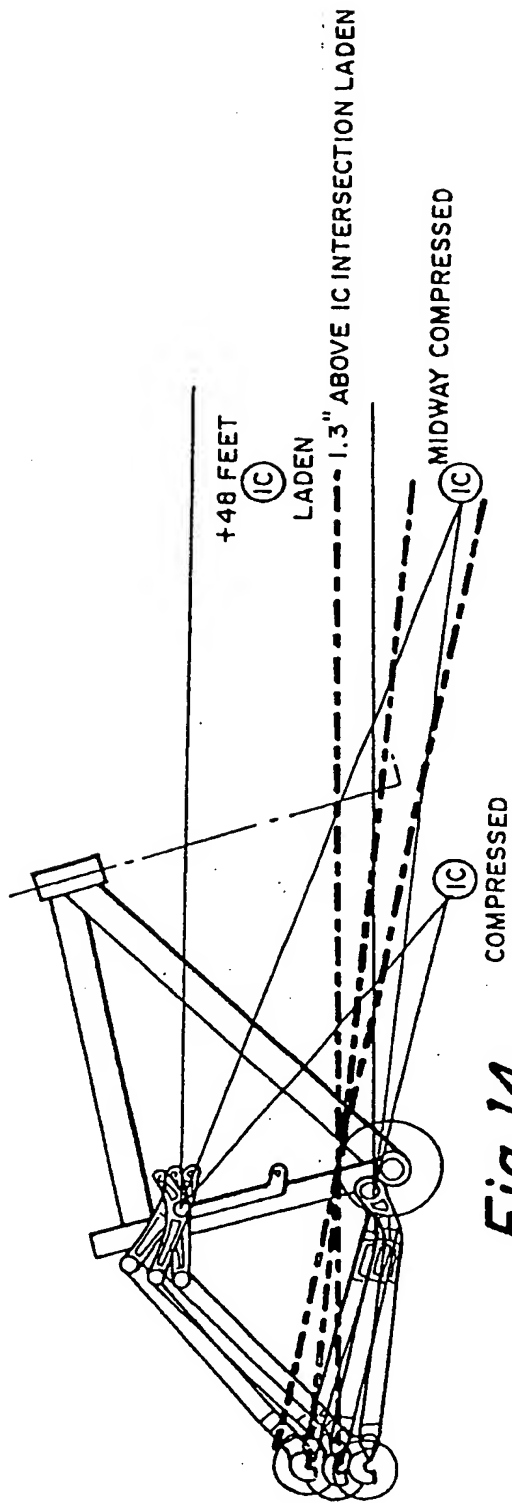


Fig. 14.

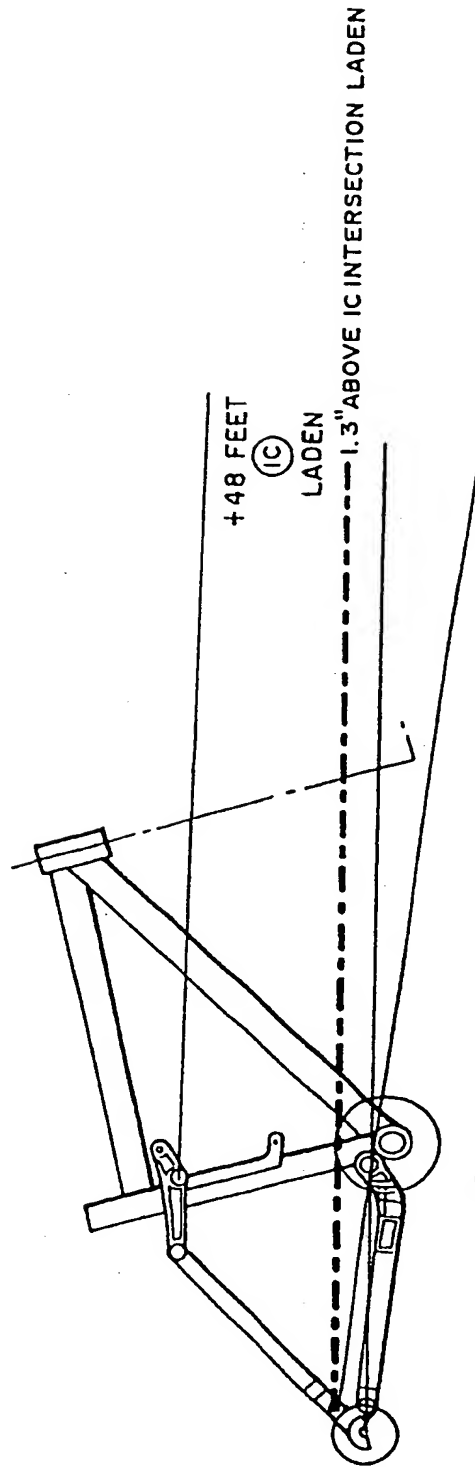
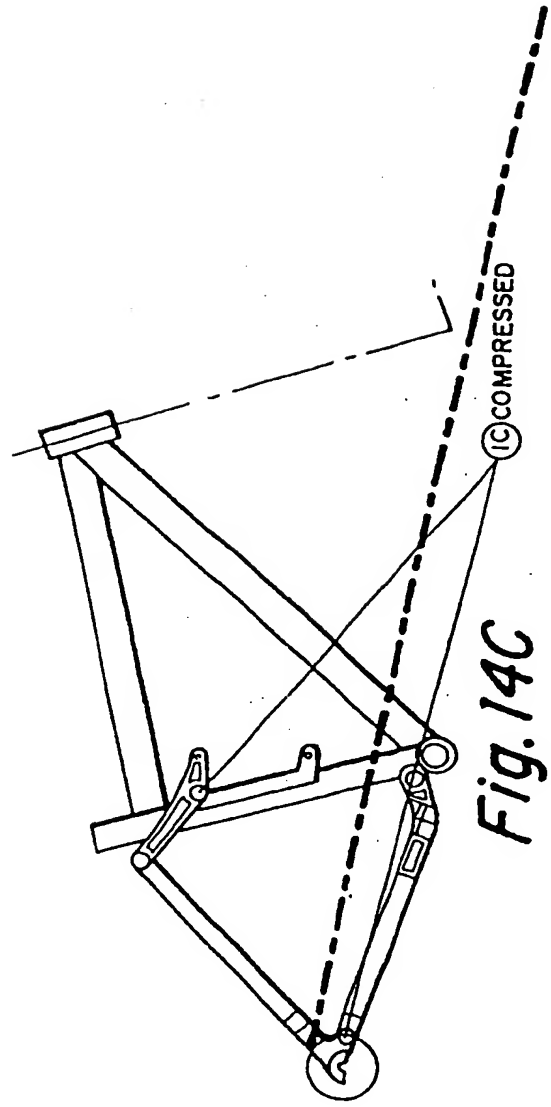
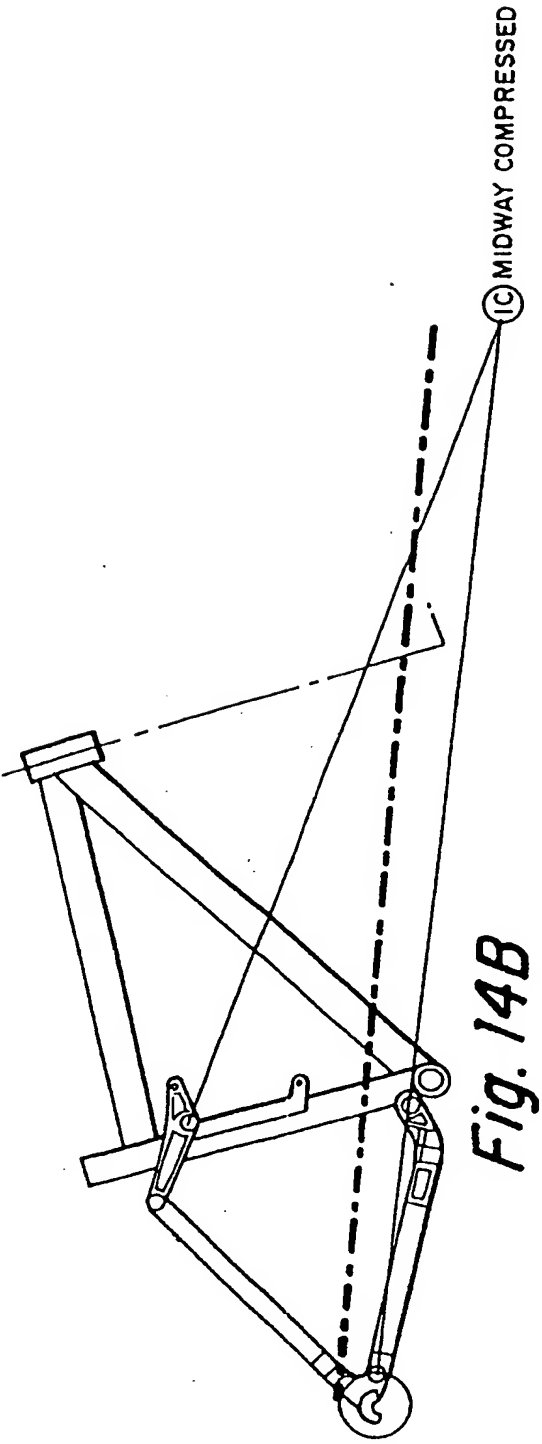


Fig. 14A.



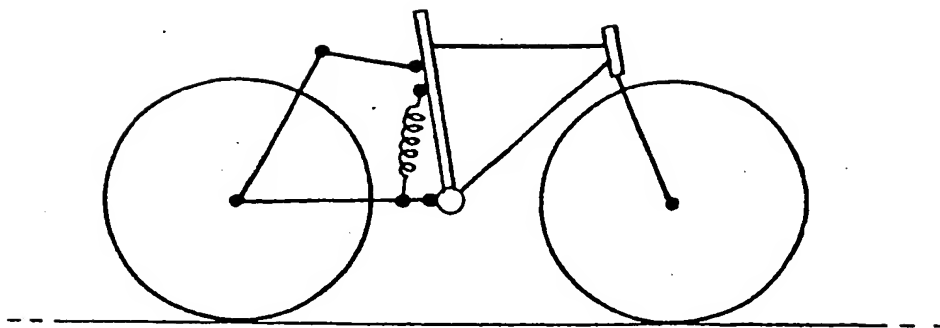


Fig. 15

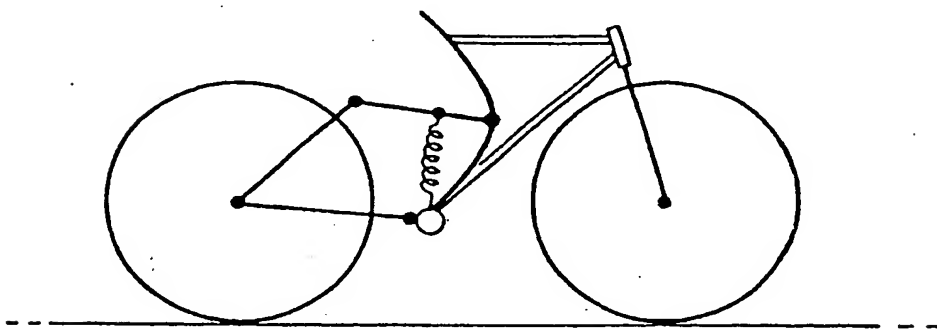


Fig. 16

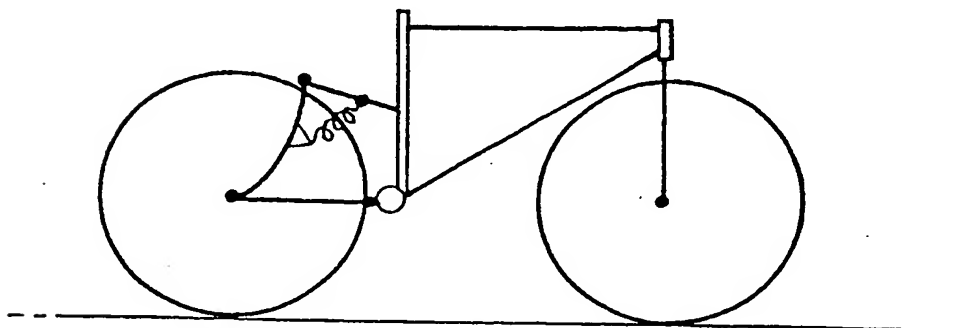
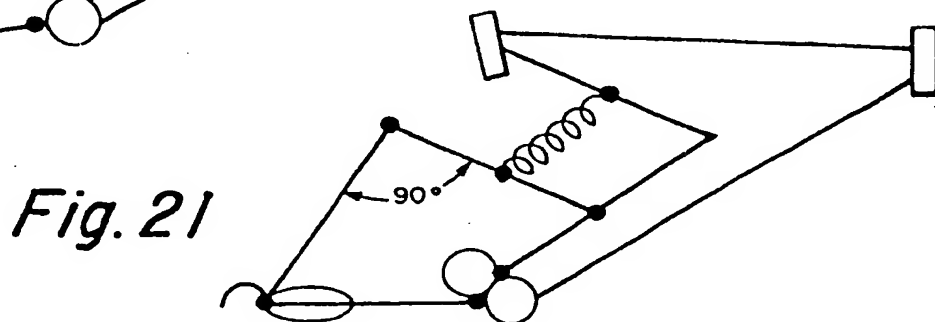
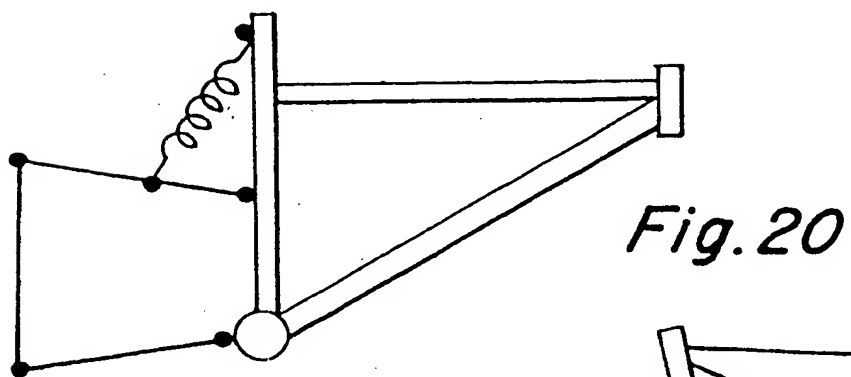
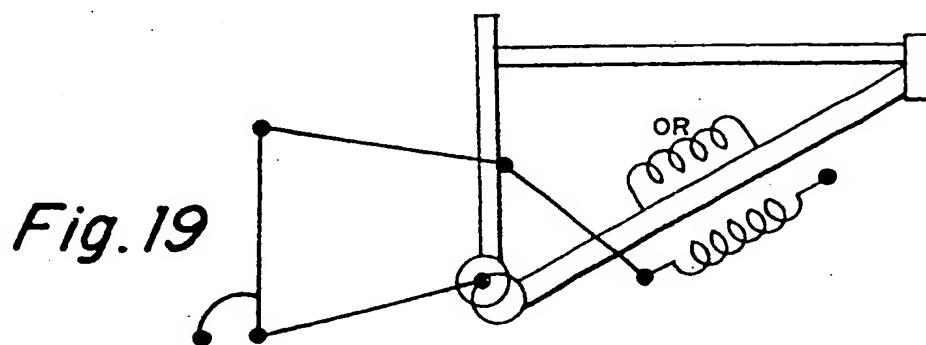
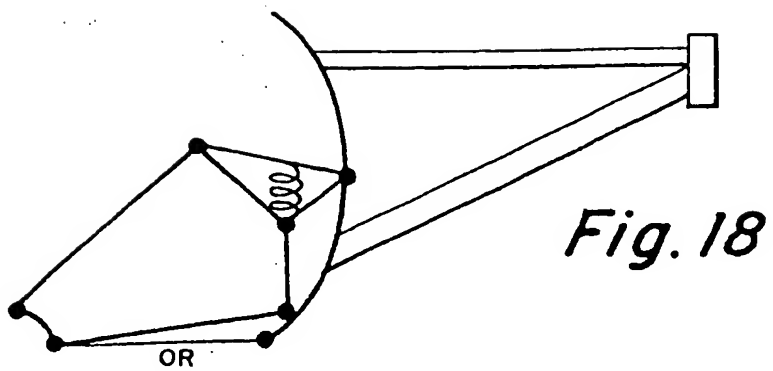


Fig. 17



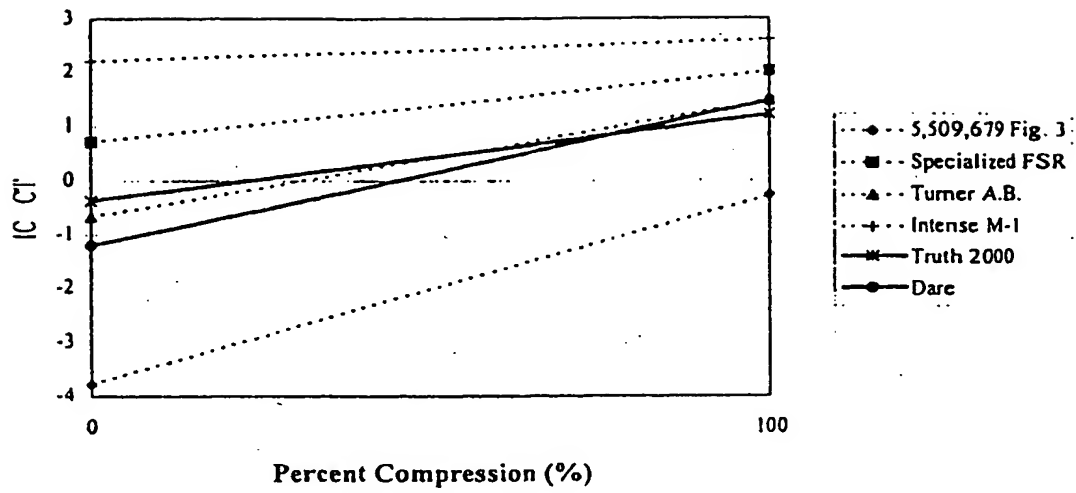


Fig. 22A.

% Compression	IC-CT							
	5,509,679 Fig. 3	pecialized FSR	Turner A.B.	Intense M-I	Truth 2000	Dare	GT Lobo	GT LTS
0	-3.77	0.71	-0.66	2.2	-0.36	-1.2	-10.6	-35.25
100	-0.27	2.01	1.46	2.6	1.2	1.46	-5.00	3.00

Fig. 22B.

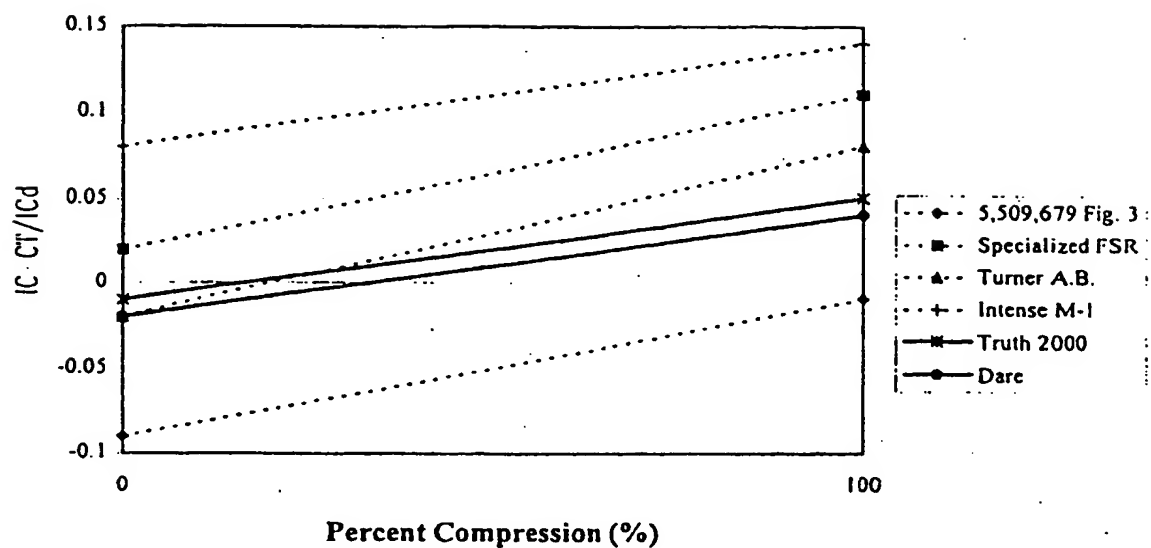


Fig. 23A.

% Compression	IC-CT/ICd							
	5,509,679 Fig. 3	pecialized FSR	Turner A.B.	Intense M-1	ruth 200	Dare	GT Lobo	GT LTS
0	-0.09	0.02	-0.02	0.08	-0.01	-0.02	-0.12	-0.10
100	-0.01	0.11	0.08	0.14	0.05	0.04	-0.09	0.07

Fig. 23B.